

MARYLAND GAZETTE.

T H U R S D A Y, O C T O B E R 3, 1799.

MADRID, July 4.

INCE the news of the departure of the combined fleets from Carthage, we have heard nothing of their farther progress. It appears, however, certain, that they have passed the Straits, and it is expected, that in a day they will enter Cadiz, where, according to all appearance, they will stop a little before continuing their route. The ship *Censeur*, which the French left in this port, is now, by the care of our marine, completely repaired, and is in condition to put to sea with the rest of the fleet.

MAYENCE, July 10.

The Chouans of the department of the marine and Loire have spread themselves to the number of four hundred over that of Mayence. The chiefs are assembled to the number of forty, and must pass thro' the ci-devant Beauce, where the superior chiefs continue; they publish that they are going to Lyons; where a great blow is to be struck.

PARIS, July 25.

A telegraphic line, to extend from the mouth of the Meuse to the continent opposite the Texel, is now tracing on the coast of Holland.

The widow of Roberjot has denied, under her own signature, in the *Redacteur*, that ever the said Deby was privy to the assassination at Rastadt; or that the French government were parties to that atrocious act. She speaks in terms of respect and affection of Deby. The imputation was thrown out by the Jacobin paper, the *Journal des Hommes Libres*, with the design of calumniating the late directory. Quinette, minister of the interior, officially orders Madame Roberjot's letter to be published.

July 26.

The act of accusation preferred against Merlin, Rewbell, Reveillere, and Treillard, in the council of five hundred, has been signed by Rueliz, Ancient diplomatic agent, and by Carlier and Trehan, citizens of Paris. They are arraigned of treason and conspiracy against the domestic and foreign safety of the republic.

It has been reported for several days past, that Mantua has capitulated, and that the city of Genoa is taken. The report is without any foundation.

July 27.

Five chiefs of the Chouans, were lately guillotined at Rennes.

We hear from Liege, that twenty-three thousand gens of the fabric of that place are ready for the armies of the Rhine and Moselle. It is pretended that the secret expedition which has been for a long time preparing at London, is intended to second a great interior movement. Is not the invisible hand, of which so much is affected to be spoken, the very visible hand, armed with claws of iron, of the minister who reigns in London, that father of La Vendee, which was the mother of the system of terror? Is it then believed that his English directory and all his agents can lull us to sleep? They are grossly deceived, and the event will prove them so.

Le Bordelais privateer of Bourdeaux has taken eight prizes, which will not alienate from us any of our friends of the neutral powers. They are all good English prizes. She has made 369 prisoners, besides 80 passengers.

July 28.

It is reported that Niou, commissary at London for the exchange of prisoners, enraged at the abusive language used by Pitt against the French nation the 12th of July, challenged him, and proposed a meeting in St. James's Park. We are particularly acquainted with Niou. He is as gallant a man as he is a good patriot, but we cannot believe that he could read such abusive language with any other feeling than that of profound contempt.

[La Clef du Cabinet.]

General Morand has succeeded general Verdier in the command at Paris.

Robert Lindet, the new minister of finance is expected here to-day from Caen.

The gaming houses are again opened, by permission of the police.—So much the worse!

General Canclaux is named inspector general of the infantry of the army of England.

It is given out that the directory will soon present a complete picture of the situation of the republic, interior and exterior, and of the grand measures which they have taken to retrieve the affairs of the French nation.

Orders have been given to send a reinforcement of twelve thousand men to the army of England. Three battalions were to arrive in the department of La Vendee about the 20th of this month; besides the cavalry that are to pass by Tours, Alenquo, and Lisieux.

The pope has been removed from Valence to Dijon.

Letters from Cadiz state, that on the 21st of Messidor (July 9), the combined squadrons, consisting of 42 ships of the line, 10 frigates, and 6 smaller vessels of war, were seen steering towards the Atlantic ocean.

EXECUTIVE DIRECTORY.

DECREE of the 20th JULY.

The Executive Directory have decreed, that citizen Rheinhard, minister plenipotentiary of the French republic to the Helvetic republic, shall be appointed minister for foreign affairs, in the place of citizen Talleyrand, resigned.

The Executive Directory to citizen Talleyrand, minister for foreign relations.

The Executive Directory, citizen minister, have received your resignation, communicated to them the 14th July. In compliance with the fresh entreaties you have made, they have accepted it, and appointed in your stead citizen Rheinhard, minister plenipotentiary to the Helvetic republic. The Executive Directory consider it an act of justice, to testify in your favour on this occasion, that they have been perfectly satisfied with the unremitting zeal, civism, and information which you have displayed, as well in the functions of your ministry, as in those of the marine, for a time confided to you. The Executive Directory invite you, nevertheless, to continue to discharge the office of foreign affairs, until the arrival of your successor. They have not the least doubt but that your zeal in it will remain undiminished."

LONDON, July 23.

From the BEE, published at Edinburgh by Dr. ANDERSON.

NAVAL AFFAIRS.

Accident frequently gives birth to discoveries of the highest importance; as it often happens that men, in very obscure stations in life, are possessed of some useful branches of knowledge, which the keenest researches of philosophy have not been able to discover. An instance of this kind occurred some time ago, that ought to be universally known among all the people of a small nation surrounded and intersected by seas as ours is.

A vessel having sprung a leak in the Atlantic ocean, which admitted more water than could be voided by the pumps, the master and men to the number of — were obliged to betake themselves in haste to their boat, a small Norway skiff, and abandon themselves to the mercy of the waves in that hazardous vehicle. They were tossed about for some time, in the most imminent danger, every wave seeming to threaten their utter destruction; but were providentially preserved. They all watched together for many hours, but at length it was necessary to take some repose. For this purpose the boat's company was divided into two parties; the master at the head of one; and the mate at the other; which was to keep watch by turns. During the time the mate was asleep, the master observed a line, or small rope, hanging over the stern of the boat. Thinking this had fallen over by accident, and that it would retard the motion of the boat, he pulled it in. At this time the sea was still much agitated; but the boat went through the water with tolerable ease and seeming safety. By and by, however, the storm appeared to increase, the sea became more boisterous, the waves broke upon the little skiff, and they were every moment in danger of being swallowed up. In the agitation and bustle which this occasioned the mate was awakened; and seeing the rope away from the stern, he flew into a violent passion, thinking it had been by the carelessness of some person allowed to slip overboard entirely. Being informed of the truth, and seeing the line, he instantly seized it, and threw it out behind the vessel, taking care to fix one end of it very securely to the boat. The other men could not comprehend the meaning of all this; but, to their agreeable surprise, they found that in a few minutes the sea ran more smooth than before, and the little skiff bounded over its surface in a much more easy manner than they had just experienced.

The mate then told them that he himself being a Norwegian, had been bred up as a fisherman on the coast of Norway, and had often experienced the salutary effects of this contrivance. Every person on that coast, he said, knew its effects perfectly, so that no boat ever goes to sea there without a spare line for that purpose, as it has been found, by many trials, that in case of a storm arising, a boat could live in a rough sea with much greater safety with such a line dragging after it, than without it. The boat's company, without being able to assign any reason for this phenomenon, were well convinced of its efficacy on the present occasion, and took care to avail themselves of it until they were providentially taken up at sea, after having suffered great hardships from hunger and thirst.

Captain Kennedy, after he was on shore, took care to communicate an account of this discovery; but

how it happened to be so little adverted to, I cannot tell. He afterwards drew up a narrative in writing; which now lies before me, in which he states another fact that strongly confirms the great utility of this very simple contrivance.

On our passage to London, on board a large ship deeply loaded, the sea ran high for several days; and scudding, it was thought absolutely necessary to put in the dead lights. The weather being cold, and not having a fire place in the cabin, caused us to constitute in its place a large tub filled with sand, in which we made a fire, and not only dressed victuals for the cabin, but also for the ship's crew, as there was no possibility of making fire on the deck. In this situation my mate applied to the master of the vessel for leave to put on a tow line, which he scornfully refused: however, next morning when the master of the vessel was asleep, we put out the tow line, a coil of lanyard of sixty fathoms, with a piece of wood at the end of the line. To the great astonishment of the mate and crew then on deck, the sea abated, and did not range or come near the ship's stern as it had done before the line was made use of. Next morning two of the middle dead lights were taken down, and the ship's crew were able to make a fire on the deck, though the sea ran as high as before the line was made use of. The line was kept out the remainder of the voyage, when scudding. I have had frequent trials of the line in passages from Jamaica, in the depth of winter, without ever making use of dead lights, unless sometimes in the quarter windows, and in a small vessel, and cold weather, while scudding."

(Signed)

JOHN KENNEDY."

August 3.

This morning lieutenant Truscott, of the *Louisa*, from Gibraltar, arrived at the admiralty with dispatches from general O'Hara and lord St. Vincent. No engagement had taken place between the fleets.— The enemy was blocked up in Cadiz by lord Keith.

Star.

Lieutenant Truscott, of the *Louisa* gun-brig, has arrived at the admiralty this morning from Gibraltar, with dispatches from earl St. Vincent, announcing that the combined fleets had entered Cadiz, from whence they had not sailed on the 20th. On that day lord Keith was expected to pass the Gut with 33 sail of the line, and would immediately proceed to the blockade of Cadiz.

Courier.

This morning an officer arrived at the admiralty with dispatches from earl St. Vincent at Gibraltar. They state, we understand, that the combined French and Spanish fleets were blockaded in Cadiz harbour by the British force. A disagreement had taken place between the Spaniards and the French, owing to the former having refused to admit the latter into the inner harbour. We are not at present able to state more particulars.

Sun.

The passengers by the *King George* packet from Lisbon state, that the French and Spanish fleets, before getting into Cadiz, had a very narrow escape of being lost, having got into Tetuan Bay, where there is a very strong current, and it having fallen calm; they were just on the eve of being on shore, when they let go their anchors. They continued firing signal guns for some time, which are supposed to be those heard by the *Haerlem*.

Immediately on the arrival of the fleets at Cadiz; it is added, that the French admiral Bruiz was suspended, by an order from the new directory.

Other accounts state, that it was only the Spanish division that got into Cadiz, the French having proceeded towards the Bay of Biscay; but this is not probable.

Letters from the Mediterranean state, that the 8th regiment of foot landed, to reinforce the garrison of Minorca, on the 16th of June, which made the British force on duty there amount to 6000 effective men; and that several new and commodious works had been erected, for the surer defence of that important island. Majorca was in so distressed a state for want of provisions, that unless succours speedily arrived, a famine was generally dreaded.

In addition to the intelligence brought by the Paris papers, a letter has been this day received by a mercantile house in town, from Venice, stating, that the king of Naples made his re-entrance into his capital on the 20th of June; and that the citadels of Alessandria and Paglia have since surrendered to the Austro-Russian. Mantua, it is said, must soon also surrender, having but little provision, and no hopes of relief.

The Vienna news-paper says, that two Spanish messengers have arrived from Paris, with propositions of peace. It is certain that the Spanish legation at Vienna has laboured for a long time to distract the Imperial court by negotiations. The emperor Paul long since solicited his ally to disencumber himself of these diplomatic spies, who are under the direction of the chevalier D'Azars, a man notorious for revolutionary principles.